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Approved For Release 2003/05/15 : CIA-RDP73-00027R000100020001-8

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DIARY NOTES

DD/S

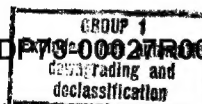
29 September 1970

1. Replacing Assigned Vehicles: In accordance with a memorandum which I approved on 26 August 1970 the Office of Logistics billed the Executive Director, the DD/P, the DD/S and the DD/S&T for the replacement of their assigned vehicles. The DD/P would not accept a vehicle because of having to replace the cost and the Executive Director raised an objection. The reason why this approach was taken was explained to the Executive Director who was not convinced. To avoid further problems I rescinded this action and directed that Logistics assume the cost of the vehicle replacements. If they run short of funds in this area these will be replaced at the end of the year. I asked [ ] to contact the DD/P and advise that this action had been taken for budgetary purposes but I have now rescinded that action and will furnish the replacement vehicles from the DD/S allocation and asked that Mr. Karamessines accept his replacement vehicle.

2. [ ]  
Admiral Raborn called but I was not in and he left a message introducing [ ] who is a member of the consulting firm of [ ]  
[ ] They have recently picked up the account of [ ]  
[ ] and were desirous of meeting Agency officials responsible for computer data management systems and source data input.  
I first called [ ] to discuss the purpose of his inquiry and then in turn arranged for [ ] and arrange a meeting of the interested parties at a time convenient to both.

3. Portraits of Former Directors: [ ] called on me today to advise of follow through action that had been previously discussed and agreed upon. An artist by the name of C. L. McNelly of New York will be commissioned by the Agency to do a portrait of Admiral Souers, which portrait will be placed in the corridor with those of the other Directors.

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McNelly will arrive for a meeting tomorrow, 30 September, to discuss arrangements and contract for the portrait. Admiral Souers will be available for sittings either in New York or Washington as the artist prefers. Since it will be a contract and fee discussion I arranged for 25X1A [ ] Office of Logistics, Chief, Procurement, to be present for the contract negotiations. This will take place at 11 a.m. Wednesday in 25X1A [ ] office.

Mr. Helms has agreed to have his portrait made by Mr. Draper, 25X1A a well-known artist. [ ] will visit Mr. Draper and discuss arrangements for this purpose and this will take place sometime in the near future. Additionally there have been conversations with Col. Vandenberg, son of General Vandenberg, former Director of CIA. Mr. McNelly, the artist, 25X1A will do this portrait from some photographs held by Col. Vandenberg. Jim [ ] is to make arrangements for McNelly and Col. Vandenberg to meet and review the photographs and select those most appropriate.

4. Jack Irwin - Under Secretary of State: Mr. Irwin came to the Agency today for a luncheon and a briefing. One of the topics that we desired to be covered was the [ ] and since I was not participating in the luncheon I arranged for Mr. Karamessines to include this in his briefing. I provided him with back-up statistics and a chart with which he briefed Mr. Irwin. While I have not talked to Mr. Karamessines since, apparently there were no questions developing from this briefing that posed any problem.

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25X1

DIARY NOTESDD/S28 September 1970

Bureau of Public Roads Property - Mr. Charles Scheffey: On this date we had invited Mr. Charles Scheffey to lunch and a briefing of our interest in any disposition of the Bureau of Public Roads land adjacent to the Langley Headquarters. The BPR property is pending disposition consideration before the Blue Ribbon Panel and we have an appointment with Mr. Moreland of GSA to brief him on our interest. It was felt necessary to first inform Mr. Scheffey who is now Director of Research, Federal Highway Administration, Department of Transportation. We presented him with the two chart outlays which showed the property configuration of BPR and CIA and an outline of the 132 acres of BPR land plus the 32 acres in the Thorne-Scattergood tract which the Agency was expressing interest in for its future headquarters development. I informed Mr. Scheffey that on four occasions we had written letters to GSA expressing our interest in the BPR property should BPR declare that land to be surplus. I pointed out that we are still very much interested but the present set of circumstances have created a problem and that we feel it necessary that we re-express to the Blue Ribbon Panel through GSA our continuing interest in this property. I pointed out that we have also gone on the premise that this property is under the control of the Bureau of Public Roads and our interest would only come into consideration when BPR declared that property surplus to its needs. Under the present circumstances, however, the GSA and the Blue Ribbon Panel will be considering BPR's planned development of that property plus the expressed interest of the Department of Interior and presumably that of Defense Intelligence Agency for the same property. It is quite possible that rather than waiting for BPR to declare any of this property surplus that the Blue Ribbon Panel may make its own decision as to the future disposition of this land and perhaps even exclude it from BPR control. In such case it is imperative we register our interest as the ground rules have now changed. Mr. Scheffey recognized quite well the Agency's interest and stated that if he were in our position he would do exactly the same

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and to protect our long range plans we should make known our interest in this property. He did say that he felt our planned development would probably weaken the BPR case for its planned development but he saw no alternative to the matter. I explained that I wanted him to be certain of our approach and that the circumstances of the Panel's consideration caused us to take this action whereas other circumstances would have caused us to wait until BPR made its own decision. Mr. Scheffey acknowledged this and had no quarrel with this approach. It was felt that we should make this known to Mr. Turner, Administrator, Federal Highway Administration. At our meeting with Mr. Moreland of GSA we have not drafted a letter to present our case but will do so if Mr. Moreland thinks this is necessary. We will determine this from our meeting of Wednesday.

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Next 2 Page(s) In Document Exempt

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DIARY NOTES

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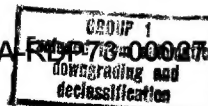
24 September 1970

Chauffeur Services After Duty Hours for Senior Officials:

Reference is made to the previous diary notes pertaining to the incident on the evening of Sunday, 20 September, wherein the chauffeur failed to locate General Cushman's residence and necessitated General Cushman personally driving to the White House. On this date I met with Ed Proctor, ADD/I, and provided him with a memorandum of the action taken by the Support Directorate to correct this situation and specifically requesting that the Operations Center contact the Office of Security on any incidents of this nature. In my discussion with Mr. Proctor I pointed out that the Security office is completely staffed with officers, cars, radios, and other facilities to service any emergency and I look to the Watch Office to keep the Security office informed of these incidents and request their help. I made the point that it is not necessarily the business of an analyst in the Watch Office to ride with a chauffeur to try to find the residence of a senior official - this is clearly the responsibility of a Security-Support effort.

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DIARY NOTES

DD/S

23 September 1970

1. CIARDS Legislation: I briefed the Executive Director on the results of our meeting of 22 September as to our strategy in presenting our legislation on CIARDS. I explained our consensus position that we should go for the total package including benefits, quota increase or elimination and funding arrangements. If we hit a road block that can't be overcome we would then drop the funding arrangements but press for the remainder of the legislation, namely benefits and quota elimination. I pointed out that Mr. Zafar, OMB, had stated that the only thing we should go for would be quota elimination or adjustment and we should hold up all other action pending resolution of the funding position. I advised that we should not accept this but should go higher in OMB, at the level of Roger Jones, to get a blessing on our entire package. The Executive Director fully agreed and is prepared to meet with Jones whenever we deem it necessary and the arrangements are set up. The Executive Director raised a question as to whether Jones was the right man and whether this fitted his area of responsibility. I advised I would check this and be back to him on this subject. I also advised that we are asking Larry Houston to contact the General Counsel of Treasury to lay the ground work on our position vis-a-vis funding legislation so that Treasury would not be a stumbling block in the achievement of all or even a part of our legislation. The Executive Director fully concurred in this entire approach.

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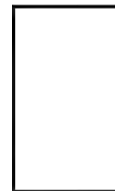
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Approved For Release 2003/05/15 : CIA-RDP73-00027R000100020001-8

~~SECRET~~DIARY NOTESDD/S22 September 1970

25X1A [redacted] Parking Space at Government Expense (DD/S  
70-3045: Memo for DD/S thru DD/S&T from D/SA dtd 17 July 1970 subj:  
25X1A Provision of Parking Spaces at [redacted] at Government Expense):  
On this date I approved the reference request as a special circumstance  
and subject to review annually or sooner, depending on the circumstances.  
I took this action because the Director had approved in principle the policy  
of the Agency providing parking spaces for its employees at Government  
expense. Action to implement this policy has been deferred pending the  
position taken by the Administrator, GSA, who has under consideration a  
special study on this subject pertaining to the metropolitan area of  
Washington and the principal Government areas around the United States.  
He is considering the various aspects including cost to GSA as a contracting  
organization providing space for Government employees. The Agency is  
deferring its position in pressing for Government provided parking pending  
the Administrator's course of action on this program. The instant proposal  
referred to above was approved in conformity with this policy and in  
consideration of the fact that the parking was part of a contract arrangement  
with a contractor and not specifically an isolated Government request for  
parking facilities.

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3. Hugh Cunningham: Gordon Stewart dropped in to see me recently and mentioned that the inspection of OTR had raised one point that he asked me to take up. He advised that the morale in OTR seems to be slipping, largely because the officers of the OTR have little chance to meet with Hugh Cunningham and to discuss their problems and views. Hugh does not make an effort to get out and meet his people and visit their offices and acquaint himself with their problems. He has a tendency to hole-up in his office and work on problems which tends to exclude him from the rest of the staff. I have not had a chance to discuss this with Hugh but will do so at first opportunity.

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DIARY NOTESDD/S20 September 1970

25X1A Sunday Evening, 20 September: On Sunday evening the DDCI was called to the White House to attend an emergency meeting. Chauffeur [ ] was on duty and received his call at 10:50 p.m. He did not know how to get to the DDCI's home and he made two calls to [ ] for instructions. He did not leave the building until 11:15 p.m., 25 minutes later. He could not find the house and got back to the Agency at 11:40 p.m. He did not contact Security but did contact the Operations Center and a Watch Officer accompanied him leaving the building at midnight and getting to the residence at 12:20 a.m. General Cushman had departed using his own car. 25X1A Chauffeur [ ] had certain backup material for General Cushman still in his possession and he finally delivered it to the White House at 1 a.m. I learned of this Monday morning, September 21, and was immediately in contact with Logistics Services and Security. It was obvious that things had gone wrong. The Operations Center would not permit the chauffeurs for security reasons to have maps available as to how to get to the residences of the senior officials so Chauffeur [ ] had no map to go 25X1A by. Neither [ ] nor the Dispatcher nor the Operations Center called Security, which was unaware of this development. Arrangements have been made for full instructions to the chauffeurs, provisions of maps and arranging for all 24 chauffeurs who serve after hours duty to dry-run to each senior official's residence to be sure they know the way to get there and arrangements for a full backup by Security. I am also asking that the Operations Center coordinate with the Security office and keep them informed of any emergency.

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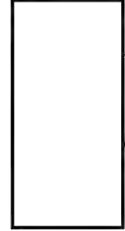
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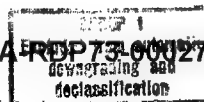
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DIARY NOTESDD/S18 September 1970

25X1A NPIC Emergency Generators: On this date Jack Blake called to advise that he had prevailed upon [ ] NPIC, to submit a memorandum of justification to the DD/I calling for the provision of emergency generators to ensure the continuity of the NPIC operation.

25X1A I asked Mr. Blake to ensure that [ ] put in the memorandum that they had been in full coordination with the Office of Logistics which has already located suitable emergency generators for the NPIC purpose. I just wanted to be sure that NPIC and DD/I did not give the impression that they were doing this all alone and without assistance from Logistics. Jack Blake, in response to my question, stated that it will take 16 months to procure, install and have operable the emergency generators.

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Next 3 Page(s) In Document Exempt

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Deputy was suggested to submit orally any names he so desired. I looked over the criteria for nomination and also noted the reviewing board which consists of Robert Finch, Counsellor to the President; David Packard, Defense Under Secretary; Elliott Richardson, Secretary HEW; and Rocco Siciliano, Deputy Under Secretary of Commerce. After considering the matter I telephoned Mr. Wattles and suggested the following four names: Colonel White, Hugh Cunningham, George Carver,

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DIARY NOTES

DD/S

15 September 1970

1. Skymarshal Program: Regarding the training of the skymarshals, I called Tom Karamessines to clarify the reported offer of training by the Agency. Tom advised me that the offer consisted only of several instructors to cover specialized subjects if and when FAA sets up its training program for the civilian officers of Government to serve as skymarshals. There was no commitment that the Agency would serve in any other form of training.

2. Legislative Brief - CIARDS: I asked at the noon meeting today to check the status of the legislative brief to be given by the DCI in support of our legislation. It is being rewritten at the present time and should be ready within the next several days.

3. Skymarshal Program - I advised the Executive Committee this date that the agreement had been signed by both FAA and CIA and the 20 Security Officers would depart this afternoon for New York and place themselves under the administrative control of FAA. It is expected that these officers after a short indoctrination will be placed on skymarshal duties. We do not, at this time, know whether this will be a mixture of international and domestic flights or just international flights. At 1100 hours I met with these 20 officers to say a few words and thank them for volunteering to serve for this duty.

4. Briefing-Automated Budget Control System: I called John Clarke this date and stated that this program had been developed to an amazing degree and I had a briefing about a week and a half ago. I suggested that I arrange a joint briefing of the Executive Director-Comptroller and John Clarke in the DD/S Conference Room and asked if this were agreeable with John Clarke. He endorsed it highly and also suggested that [ ] be given some recognition for his performance and that he would be glad to support that award. (The briefing has been set for 24 September at 1500 hours and all parties advised.)

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5. Deputies' Meeting (15 September 1970): In brief there follows the substance of discussion of the items on the Agenda for the Deputies' Meeting:

25X1A a. Selection Out - It was agreed that Selection Out would be included in [ ] but under the first paragraph "Scope" a separate paragraph will be devised to describe the provisions for Selection Out. It will be so worded so as to distinguish it clearly from the other elements of Involuntary Separation which are for cause.

25X1A b. Employment of Negroes - After discussion it was agreed that we will take a "lean forward" attitude in stimulating the employment of Negroes. We will not, however, work against a set quota of numbers or percentages. Components that have no Negro employees are encouraged to employ a properly qualified Negro. It was mentioned that we could seek a Negro consultant such as [ ] as suggested by Larry Houston or [ ]  
25X1A [ ] of FEI as suggested by the Executive Director-Comptroller. We would use these individuals to make contacts at certain colleges and universities and other similar institutions with a view to asking those institutions to try and make available some of their better students for employment by CIA. Action on this is to Bob Wattles to organize such a program.

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c. Transfer of Junior Employees Between Directorates - The DCI asked that each Deputy lean forward in accepting transfers of junior employees between Directorates and make every effort to be accommodating in this regard. The instance that brought this to attention was where a GS-08 girl in DD/I sought a transfer for at least a year to another Directorate but without success. I want the Office of Personnel to keep the DD/S informed of any such case which is experiencing difficulties in transferring to the DD/S and the reasons therefor.

d. CIARDS Retirement Quotas - The DCI reviewed the DD/S paper pointing out the problems of the near future on the severe limitations of a quota of 400 through 1974. There was a question as to whether we should restrict certain categories of applicants for qualification into the System and retirement from the System. The DCI does not, at this time, want any brakes put on the retirement criteria. We will wait and see how we fare on legislation.

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e. Senior Representative at the Army War College - The Deputies were advised that the DCI had approved for a one-year assignment such a representative. Hugh Cunningham will explore the duties and responsibilities of such an officer. Mr. Cunningham is to solicit nominations from the Directorates after he has established the requirements. Several Deputies expressed interest in making such a nomination.

f. Budget FY 72 - The Executive Director-Comptroller handed out to each Deputy a paper approved by the DCI showing the alternatives to meet the budget figure for FY 72. The fourth column representing a total of [ ] will be made known to OMB. In our briefing of OMB representatives we are to defend our full budget of [ ] When questioned concerning the alternative reductions, we will defend the item and show the adverse results should this be included in reduction. A scenario will be worked out with PPB prior to the actual meeting with the BOB representatives.

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6. [ ] I checked with Security as to whether we had any preliminary reports on the FBI investigation of this case. While the investigating FBI officer has related a few items of information, we have not had a formal report from the FBI but expect one in a few days.

7. Personnel Promotions: Bob Wattles brought to me proposed promotions within the Office of Personnel for my approval. I approved these promotions as follows:

To GS-15

To GS-14

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Next 4 Page(s) In Document Exempt

Approved For Release 2003/05/15 : CIA-RDP73-00027R000100020001-8

SECRET

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DIARY NOTES

A-DD/S

9 September 1970

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25X1A 1. [REDACTED] After several conversations with Mr. Paul Wiles, Security Officer, Federal Highway Administration, interspersed with consultations with Mr. Houston, it was agreed that Wiles would issue a Use Permit to the [REDACTED] people for parking in our area near the ball fields. Wiles agreed to our counter-suggestion that we not jointly sign the Use Permit but instead provide FHA with a memorandum stating our "No Objection" position on the issue of the permit. We decided to have signs posted identifying the ball field parking area in order both to facilitate the actual control of parking as well as to make easier the identification of the parcel to be used in the Use permit.

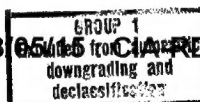
The FHA decided that the main gate into the Bureau of Public Roads property would be closed at 6 p.m. today. Mr. Wiles will be on the BPR property prior to that time. We will also have personnel on board to observe and act if required.

25X1A The letter to Mr. Wiles was prepared and delivered to BPR for relay via their messenger service to FHA. In turn Mr. Wiles is to give us a copy of the Use Permit. In addition to our contacts with the Fairfax Police, Mr. Wiles planned to notify them that the Use Permit had been issued and specifying its conditions.

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Approved For Release 2003/05/15 : CIA-RDP73-00027R000100020001-8



SECRET

Approved For Release 2003/05/15 : CIA-RDP73-00027R000100020001-8

9 September 1970--page 2

4. Blake Items:

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a. Mr. Blake has advised [ ] that the new CRS computer proposition must be held up pending receipt of some formal approval documentation which would provide a basis for action on space reconfiguration.

25X1A b. [ ] is reportedly bound and determined to get controlled space for all NPIC parking needs, that is to eliminate parking by NPIC personnel on the street.

25X1A c. A car is to meet Mr. McCone at Dulles Airport at 3 p. m. when he is scheduled to arrive [ ]. A second man will accompany the driver to be sure that Mr. McCone is located. He is to be brought to Headquarters Building where he is understood to have a scheduled meeting with the Director.

5. National Interdepartmental Seminar: Colonel White buzzed to advise that he was sending to us a letter received from the Chairman/NIS noting no Agency students were in the course beginning 14 September. We are to investigate and advise Colonel White. Preliminarily, I verified that as of today the Agency had no students but that DD/S was expected to produce two names during the day. DD/I has said firmly "No" up to now and the Clandestine Service has said "No". I also surfaced the fact that some months ago when we had a similar crisis Colonel White had instructed us to advise him of this type of situation sufficiently far in advance to enable the Director to take counter-acting action. We obviously have not followed this instruction at least in this instance.

25X1A 6. [ ] briefing schedule was changed to and accomplished today.

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7. [ ] Papers: Mr. Osborn was informed by Mr. Tom Kelly of the Secret Service that that organization had "confiscated" [ ] documents and that they were being brought to Washington for examination. It had been reported earlier that highly classified documents were present in his [ ] office and Mr. Osborn had got S. S. to agree to take action to possess any such papers. If Agency documents are involved they will be turned over to the Office of Security.

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